



# **Otay Mesa Land Port of Entry**

Fact Sheet: Reconfiguration and Modernization of the Existing Port of Entry June 2013

# O Goals of the Project

The Otay Mesa Land Port of Entry (LPOE) is a multi-modal (commercial, non-commercial, and pedestrian) port of entry. The port handles an average of 16,000 Privately Owned Vehicles (POVs), 2,000 commercial trucks, 100 buses, and 3,500 pedestrian inspections daily. The port is one of the ten busiest land ports in the country and is the busiest commercial port on the California/Baja California border, handling the second highest volume of trucks, and third highest dollar volume of trade among all U.S. - Mexico land ports of entry.

# **O** Regional Needs

As the only commercial port of entry in the San Diego area, Otay Mesa is a major driver to the Southern California and Baja economies. Due to inadequate staging and circulation, the commercial port is unable to keep pace with the local commercial needs. The Mexican cargo export facility (US import) is under construction to improve operational efficiency in Mexico. POV processing at the port is hampered by lack of appropriate secondary inspection facilities.

## O Project Scope

GSA/CBP has completed the Expanded Feasibility Study to look at the potential creation of a new port of entry east of the current Port and the modernization of the existing LPOE. The scope of the Modernization project involves reconfiguring the existing inbound passenger and cargo inspection areas to improve operational efficiency and meet current facility standards.

## O Project Status

GSA has acquired the project site. The project has completed the Master Plan and a Conceptual Design has been finalized. Further design development is on hold pending Congressional funding approval.

#### O Environmental Studies

GSA has started an Environmental Impact Statement of the proposed modernization.

# **O** Funding

The Site and Design funding previously requested in the FY 2010 Prospectus has been provided by the American Recovery and Reinvestment Act in FY 2009, which is approximately 1 year ahead of schedule. Construction funding has not been identified in either the 2013 or 2014 budgets.

## O Schedule

Feasibility Study
Program Development Study
Site / Design Funding
Design Award
Land Acquisition
Design Complete
Construction Funding

Completed Spring 2009 (actual)
Spring 2009 (actual)
Summer 2009 (actual)
Summer 2009 (actual)
TBD
TBD

### O Partners

U.S. Customs and Border Protection (CBP), U.S. General Services Administration (GSA), Federal Highway Administration (FHWA), and California Department of Transportation (CALTRANS).

# O Community Stakeholders

San Diego Association of Governments (SANDAG), Otay Mesa Chamber of Commerce, City of San Diego, County of San Diego.





